

TELEGRAPHIC NEWS.

MEXICO.

SPECIAL TELEGRAM TO THE HERALD.

Somers' Loans Approved by the People—A Law to Be Made in Relation to the Payment of Mexican Bonds—The Durango Revolution a Hoax.

HAVANA, Dec. 11, 1867.

The news from the capital of Mexico by the steamer Georgia which I have been able to gather shows that the people were pretty generally satisfied with the loans negotiated in the United States by Minister Romero during the late civil war in Mexico. Their amount is considered insignificant and the people have become reconciled to them. Hence the government becomes stronger as its agent's acts are vindicated.

The government will present a bill to Congress which shall designate the mode of payment of the outstanding Mexican bonds, and will also determine what bonds are legitimate. All loans of the Emperor are repudiated.

Congress is annulling the elections of certain members of that body who served the late empire.

The revolution in Durango turns out to be a hoax.

Holders of bonds who were forced to advance to the liberal government on that security during the war against the intervention shall allow the Treasury four per cent for the cash payment of such advances.

FRANCE.

The Conference Negotiations—No New Loan.

PARIS, Dec. 11, 1867.

The Mondeur of this morning says that the negotiations for the proposed conference still continue. There is renewed confidence felt for the success of the conference.

London, Dec. 11, 1867.

It is now said that the French government has no desire to negotiate a loan, as was sometime since reported.

ITALY.

Stormy Debates in Parliament—The Demand for Rome.

ROMA, Dec. 11, 1867.

The sitting of the Italian Parliament are quite stormy. The debates recently have been very violent, and the liberal members have accused the ministers mercilessly.

It is thought that the Italian Chamber of Deputies will repeat their vote of 1861, declaring Rome as the natural capital of the kingdom.

ENGLAND.

The London Times on American Citizen Rights—The Fenian Demonstration in Liverpool Prohibited.

LONDON, Dec. 11, 1867.

The Times this morning has another editorial on American rights, and particularly on the recent message of President Johnson. So far as the Times is able to determine the news from the meager report received by the cable, it has no accuracy in counseling the acceptance by the American people of Mr. Johnson's views on the question of citizenship.

The demonstration proposed by the Fenians on Sunday last in Liverpool has been peremptorily forbidden by the police, and the authorities are fearing of the consequences of so violent an expression of ill feeling towards the government.

LONDON, Dec. 11—Evening.

The friends of the executed Fenians are very anxious, and a great many towns in Ireland come despatches of stock transfers and other demonstrations of regard.

RUSSIA.

Reported Cabinet Change.

LONDON, Dec. 11, 1867.

It is reported that Prince Gorcikoff has resigned his office of Chancellor of the Russian empire.

CHINA.

Rebel March on Pekin.

LONDON, Dec. 11, 1867.

Tale despatches from Shanghai make mention of a new and more serious outbreak in the province of Chihli, near Pekin. At the last accounts the rebels were marching on the capital.

EUROPEAN MARKETS.

THE LONDON MONEY MARKET.—London, Dec. 11—Evening.—Consols closed at 92*4* per cent. for money. American securities closed at the following rates—United States twenty-two bonds, 71 10; London Central Railway Bonds, 88*1*; London & Birmingham, 48*1*; Finsbury & Holloway, 48*1*; Finsbury & Holloway, Dec. 11—Arrived. United States bonds are quoted at 75*1* for the issue of 1862.

LIVERPOOL, CORNWALL.—Liverpool, Dec. 11—Evening.—The cotton market closed dull and steady, and will have animosity the latter part of the week, and the sales have not exceeded 7,000 bales. Prices of American goods have declined 1*1*. The following are the authorized quotations—Hudding uplands, 4*1*; middling Orleans, 7*1*.

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PETROLEUM MARKET.—Austria, Dec. 11—Evening.—Petroleum market is heavy, and prices have declined to 40 francs 50 centimes for a barrel white.

EUROPEAN MARINE NEWS.

BOSTON, Dec. 11.—The steamship St. Laurent, Captain Bondon, of the General Transatlantic Company's line, from New York November 30, touched here Dec. 10 to-day on her way to Havre.

LONDON, Dec. 11.—The steamship Nova Scotie, from Quebec, arrived to day on the way to Liverpool, Liverpool, Dec. 11.—The telegram from Queenstown yesterday, announcing the arrival of the Union steamship City of Washington, Captain Hulkes, was as follows.

LOMSEY, Dec. 11.—The Hudson American Company's steamship Cambria, Captain Braud, from Falmouth December 7, for New York, arrived at this port to-day under sail, having broken her screw. It is thought the necessary repairs will be made in time for the Cambria to resume her trip on Friday, the 15th instant.

CUBA.

Commercial Intelligence.

HAVANA, Dec. 11, 1867.

Exchange on London is at 12*1* a 10 per cent premium; on New York, currency 2*1* a 20 per cent discount.

Potatoes, 2*1* a 50 per cent; onions, 8*1* a 50 per cent; butter, 8*1* a 50; flour, 1*1*; sugar, 1*1*; rice, 1*1* a 50 per cent for sugar-cane and 1*1* for ordinary salted.

CANADA.

SPECIAL TELEGRAM TO THE HERALD.

The Champion Billiard Match at Montreal Between McDevitt and Dion—McDevitt the Winner.

MONTREAL, Dec. 11, 1867.

The sixteen match for the champion's cue was played in Mechanics' Hall here to-night, between James Dion and John McDevitt, of New York. The betting was at odds 10 to 8 and daily 7 to 7 on Dion. Dion had throughout the game the best of the game, but the lead was always with McDevitt till he reached 1,458, when he missed, and McDevitt ran out with a break of 12, winning by 12 points, and the wildest exertion. McDevitt's runs were 113, 151, 152, 123; Dion's were 290, 150, 151.

THE WEST INDIES.

The Recent Disasters—The Loss of the Steamer De Soto and Monongahela.

WATSONSBURG, Dec. 11, 1867.

A telegraph despatch from the steamer Savenor, Consul General at Havana, says that from the Consul at Jamaica he learns that the earthquakes at St. Thomas, Morrocoy and St. Croix began on the 15th and continued up to the morning of the 20th. The loss of life and property was immense. The steamer Savenor, Captain De Soto went ashore and was washed into the harbor bottom upwards. The crew were saved. The United States war steamer Monongahela was thrown into the middle of the town of St. Croix.

Admiral Palmer had arrived at Havana.

PENNSYLVANIA.

The National Base Ball Convention.

PHILADELPHIA, Dec. 11, 1867.

The national base ball convention, in session this evening, resolved to meet again next year, and the meeting—the games between the Union Club of Morrisania, and the Mutual Club of New York, were null and void, under the operation of the previous resolution.

A debate occurred on the adoption of a new code of rules, which had been reported to the convention, pending which a motion to adjourn prevailed.

VIRGINIA.

SPECIAL TELEGRAM TO THE HERALD.

Organization of the Conservative Convention in Richmond—The Ha. Construction Convention Not in Session Yet—Dray.

WASHINGTON, D. C., Dec. 11, 1867.

10 O'clock P. M.

I have just received the following from Richmond—The Conservative Convention convened, this morning at eleven o'clock in the theatre. A large number of delegates were present. The convention was called to order by Mr. Willoughby Newton of Westmoreland county. On his motion Thomas Jefferson Randolph of Albemarle county, was appointed temporary chairman.

The committee of thirteen permanent organizations reported the name of A. H. Stuart, of Augusta county, as President of the convention, and the name of R. M. T. Hunter, S. D. Moore, S. S. Bocock, Colonel R. T. Preston, Thomas S. Floryou, General J. L. Kemper, G. N. Newton, Wm. H. Macfarland, Colonel G. W. Bolling, General J. A. Walker, John H. Tucker, R. W. Hunter and Wood Baldwin as Vice Presidents.

On taking the chair the President thanked the Convention for the honor they had conferred upon him in making him the chairman of the organization, and proposed a motion that the name of the President be George Washington.

The conservatives consist of men of powerful interest and solemnity. They had met to advance the interests of no party. He thanked God that the struggle with the South had been so successful, and that the country was now strong enough to stand alone.

The number of casualties is appalling. Fifteen men were killed instantly and three or four have since died. More than as many others were more or less injured, many seriously and some it is feared fatally.

The casualties consist of broken arms, legs, hands, dislocations, cuts, burns and bruises.

VERMONT.

Terrible Casualty on the Vermont Central Railroad—A Car Filled with Laborers Knocked Off the Abutment of a Bridge into the River, Seventy Feet Below—Frightful Loss of Life.

MONTPELIER, Dec. 11, 1867.

One of the most fearful accidents known in the annals of Vermont transpired to-day as what is known as Low Bridge, near Northfield, on the line of the Vermont Central Railroad. The bridge was burned on Sunday morning last, and during the week about one hundred men have been engaged in repairing track work for temporary use. Most of the employees, having dined to-day at Northfield, were returning to work about one and a half miles from that town, in a passenger car which had been backed up to the works. By some inexplicable fatality, the engine, which had been running at a rapid rate, did not stop, and the train moved on with a heavy grade, the train moving backward. As they approached the bridge the engineer could not shut off the steam readily, and only succeeded in checking the speed of the train in time to save the engine from going over the embankment. At the centre of the car struck the brink of the precipice it broke into three pieces, the roof sliding forward and half the body falling seventy feet into the river bed.

About twenty-five men were split out in a pile on a sloping rock twenty-five feet below the track, the rear half of the car falling upon them and the tender upon the top of that. It was there that most of the fatalities occurred. The tender remained on the shelf. About ten persons saved themselves by jumping from the car before reaching the brink. Fifteen were instantly killed, four more died soon after, and there are others that cannot survive. Scarcely any escaped serious injury.

Supporter H. H. Locklin, who was riding on the rear platform of the car, and Mr. W. Tenny, master black builder, who was on the tender, escaped by jumping to safety.

Dead and wounded were brought to Northfield by car and sleigh, and surgeons were called there from all the eastern parts of the state. A special train from New Haven came to give aid.

There failed to reach the car that first went over the entire seventy feet are mostly living.

The deceased were all among the most useful men in Vermont, and will be sadly missed by the State at large.

There are many rumors afloat concerning the engineer; but it is hoped that he is innocent. Many believe that he wished to stop the train as beyond his control. It remained for them to decide whether to give up the engine or to jump to the side of the train.

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